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[670]

Hongkong Daily Press.

ESTABLISHED 1857

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Hongkong, 29th April, 1909. [a728]

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1ST FLOOR, ROOMS 2 and 3. From the
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Hongkong, 27th January, 1910. [364]

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Hongkong, 21st September, 1905. [432]

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Hongkong, 8th June, 1906. [84-168]

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Hongkong, 24th July, 1905. [a553]

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TELEGRAPHIC ADDRESS "COMFORT"
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Hongkong, 16th April, 1910. [a542]

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Hongkong, 4th December, 1907. [a36]

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[a213] THE MANAGER

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[25]

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The Daily Press.

HONGKONG, JULY 12TH, 1910.

The trade interests represented in China
have recently had their eyes turned on
Manchuria, and the prospects of the com-
mercial development of that debatable
land have been discussed with considerable
animation. Until a few years back New-
chwang held the monopoly of the trade there,
but now she has powerful competitors in
Harbin in the North and Dairen (Dalny) in
the south, and it is interesting to note
from the report of H.B.M.'s Consul at
Newchwang, that though she will have to
concede supremacy to Dairen, her own
existence is not threatened by the rise of
Dairen. At the same time, it must be
evident that the development of the latter
place means that it will deprive the older
port of a considerable section of the trade
which has hitherto fallen to her, and this
cannot but affect the balance of trade enter-
ing the dependency. In other words, it is
exceedingly probable that the change will
not be beneficial to British interests. Al-
ready they suffer keenly from Japanese
competition, and were Dairen to become the
principal port, as seems likely, it follows
that the more favoured position which the
Japanese possess by their geographical
proximity, as well as their early establish-
ment in the place, will operate to the
advantage of the latter. The re-
turns for 1909, revealing an improve-
ment in every branch, furnish evidence
of the extraordinary expansion of trade
which has followed the development of
railway communications in Manchuria, but
the noteworthy aspect of the figures is that

Newchwang should be able to record a
substantial increase for 1909 in view of the
even greater business done during the same
period and in the same commodities by
Dairen. The competition between the two
ports during the year was of the keenest
description, but the fact that Dairen has a
harbour which is ice-free throughout the
year and capable of accommodating vessels
of the largest size, whereas that of New-
chwang is closed to navigation during the
winter months and is inaccessible at all
seasons to steamers of more than nineteen
feet draught, owing to the bar at the mouth
of the Liao River, gives the former an over-
whelming advantage that there can be
no doubt that in the struggle for trade
Newchwang must inevitably be left behind
by her newer rival. "Nevertheless," writes
the Consul, "the close proximity of New-
chwang to the chief inland trade centres, the
water communication which the Liao River
gives her with the interior, and her long-
established trade connections, will always
retain for this port an ample share of the
trade of the hinterland. There is no reason,
therefore, to apprehend that the prosperity
of Dairen must necessarily mean the decline
of Newchwang." The character of her
trade will certainly be changed. It will
become more local, but its volume
may be expected to increase. There is,
therefore, no occasion to feel pessimistic
regarding the future of the port. The only
question is, whether British and other
western traders will be able to obtain a
proportionate share of the expansion which
is proceeding with striking rapidity in Man-
churia. The foreign trade of Newchwang,
for instance, other than with Japan, is
entirely in the hands of Chinese merchants,
and there does not seem to be any pros-
pect of any other foreign trade developing.
"The difficulty under the circumstances of
making any suggestions for the extension
of British trade that are likely to be of
practical use will be obvious," writes
the Consul. "The Chinese dealer, though
always prepared to meet any demand
that may arise for foreign goods, is
not inclined to go out of his way to push
or create a market for any particular article
unless perhaps he sees a certainty of im-
mediate profits. There can be no doubt
that the great progress made by Japanese
goods on the Manchurian market is due to
the fact that the Japanese have to a great
extent kept the management of their trade
in their own hands. The methods they have
adopted may possibly be open to criticism,
but they have shown far more energy and
enterprise in developing their trade in this
country than any other foreign nation, and
deserve a good deal more credit for their
success than people are inclined to give
them." This is the old, old story. At
the same time, it is satisfactory to learn,
although the tonnage entering Newchwang
under the Japanese flag still exceeds
that of any other nation, the British flag is
considerably ahead of the rest in the value
of cargoes carried. In 1908 the British
tonnage employed was 35 per cent. of the
total entered and cleared, and the value of
the cargoes carried by British vessels was
44.4 per cent. of the total. In 1909 the
tonnage under the Union Jack fell to 33
per cent. of the total, but, on the other
hand, the British share of the trade rose to
49.1 per cent., or very nearly one-half,
of the total carried under all flags. The Ja-
panese, on the contrary, have slightly in-
creased their percentage of the tonnage,
viz. from 41 per cent. in 1908 to 41.2 per
cent. in 1909, but their share of the total
trade has fallen from 27.9 to 26.4 per cent.
Japanese vessels have the monopoly of the
very considerable trade between Newchwang
and Japan, while the British tonnage is
almost entirely employed in the China Coast
trade. But traders of other nationalities
will doubtless have something to say in
the development of Manchuria, and we
may expect even greater changes in the
course of the present year.

It is stated that the postal administration in
Tibet may be undertaken by Great Britain.
The health of the Colony last week was very
satisfactory, only one case each of plague (fatal),
diphtheria, and enteric fever being reported.
A local rebellion has broken out in the Yun-
chiang district, Hunan province, and engage-
ments have been fought with the Imperial
troops.
The total output of the Chinese Engineering
and Mining Company's three mines for the
week ending 25th June amounted to 27,107.49
tons and the sales during the period, to 22,787.11
tons.
There was a change of programme at the
Hippodrome Circus last night, and the new
turns put on were just as amusing and sensa-
tional as those which delighted spectators last
week. To-morrow night His Excellency the
Governor, the Government, and a special
party are expected to attend, and a special
programme is being arranged for the occasion.

TELEGRAMS.

[Protected by the Telegraph Message
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[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

CRETANS AMENABLE.

LONDON, July 10th.

It is reported from Crete that the
Cretan Assembly met and decided
by 55 votes to four to admit the
Moslem Deputies.

The Assembly then adjourned for
four months.

AVIATION TRIUMPHS.

LONDON, July 10th.

The Rheims Aviation Week has
resulted in the triumph of the
monoplanes.

M. Mamet with two passengers
flew 57 miles in 99 minutes, and the
Belgian, M. Obeslagers, accomplished
51½ miles an hour on monoplanes.

Mr. Labouchere travelled 211 miles
in 4 hours 37 minutes in his biplane.

LONDON, July 11th.

At Rheims Mr. Morano flew 12½
miles in 12½ minutes.

M. Obeslagers's flight of 245 miles
in 203 minutes constitutes records for
speed and distance.

THEIR MAJESTIES AT
ALDERSHOT.

LONDON, July 11th.

The King and Queen leave to-day
for Aldershot, where they will spend
a week watching the training of the
troops.

There will be no ceremonial parades
nor formal inspections, his Majesty
wishing to follow in order to judge the
practical work.

At the conclusion of the naval
manœuvres the King will make a
similar visit to Portsmouth.

AT THE MAGISTRACY.

A Chinese youth, seventeen years of age, who
wrenched a gold earring from a woman's ear in
Queen's Road near the Supreme Court, was
sentenced by Mr. E. R. Hallifax to six months'
imprisonment and six hours' stocks.

Six months' imprisonment and six hours'
stocks was the sentence passed on a thief by Mr.
Hallifax for stealing a silver watch and chain
from a Chinese in Queen's Road.

A native was charged before Mr. Hallifax
with stealing the two-year old son of a sampan
woman at Shaukiwan. So far, the child has
not been recovered, but as the police entertain
hopes of finding it, his Worship granted a
week's adjournment.

As the result of a raid by Sergeant Langan
on 24, Tai Ning Street, Shaukiwan, twelve
Chinese appeared before Mr. Hallifax on a
charge of gambling. One of the defendants,
who was proved to be the keeper of the game,
was fined \$100 or three months, while each
player was ordered to pay a fine of \$3.

On Sunday morning Detective-Sergeant
Murphy and a squad of detectives from the
Central District, reinforced by the Shaukiwan
police, raided 1A, Quarry Bay and captured 32
gamblers. The charge against the keepers of
the game was withdrawn on account of the
slender evidence available, but each of the
defendants was ordered to pay a fine of \$4.

For stealing a waistcoat which was hanging
out to dry on a house verandah in Des Vœux
Road, Mr. J. R. Wood sentenced a native to three
weeks' imprisonment and four hours' stocks.

His Worship convicted three natives of run-
ning a common gaming house at 138, Des
Vœux Road Central, where lottery tickets were
printed and sold. Sentence was deferred.

As an Indian soldier was strolling along
Cochrane Street two Chinese overtook him and
walked along, one on either side. The man on
his right put his left hand in the Indian's pocket
and took his purse. A plain clothes policeman
witnessed the act, and promptly arrested both of
the Chinese. On hearing the evidence yester-
day Mr. Wood sentenced each of the defendants
to six weeks' imprisonment and four hours'
stocks.

The return of visitors to the City Hall Library
and Museum for the week ending the 10th July,
1910, shows that of non-Chinese there were 405
to the Library and 185 to the Museum, and of
Chinese 170 to the former and 2,534 to the
latter. The Library was, therefore, used by 575
persons and the Museum by 2,719.

SUPREME COURT.

Monday, July 11th.

IN ORIGINAL JURISDICTION.

[BEFORE THE FULL COURT.]

WHAT CONSTITUTES A PROMISSORY NOTE?
The discussion of the Full Court on the point
raised in the action brought by Teal Kan
against Chung Tsem Kwei to recover \$7,521.15,
said to be due with interest on four promissory
notes, was delivered by the Chief Justice. The
question raised was whether the Chinese docu-
ments, on which the money claimed was ad-
vanced, constituted promissory notes.

Mr. M. W. Slade, instructed Mr. F. X.
d'Almeida e Castro (of Messrs. Almeida &
Smith), appeared for the plaintiff, and defend-
ant was represented by Mr. O. G. Alabaster,
instructed by Mr. Christopher Wilson (of
Messrs. Hastings & Hastings).

The Chief Justice stated that during the
hearing of this case a question arose as to
whether certain Chinese documents were pro-
missory notes or not. In view of the importance
of the question, and the frequency with which it
arose, his Lordship the Chief Justice directed
that it should be argued before the Full Court
as a special point of law in order to have a final
and authoritative decision on the question. The
Court were referred to a decision of Mr. Justice
Smith, given in summary jurisdiction some years
ago, in which he dwelt on the importance of the
presence or absence of the Chinese words
"Pat ng." They had given that judgment due
consideration, but were of opinion that it still
left the question open for discussion. The
borrowing and lending of money, which was an
operation which was based on contract, set up a
contractual relationship governed by the ordi-
nary principles of contract. It worked out
ultimately into a variety of forms, one of which
was called a promissory note, with which alone
the Court had to deal; and if it took the form of
a promissory note, certain consequences were
laid down in the Bills of Exchange Ordinance
attached to it. With these consequences the
Court had nothing to do. They had only to in-
quire whether certain contracts made between
Chinamen, of which the ones before them were
typical, came within the category of money-lend-
ing contracts. There was nothing, to compel
Chinamen to adopt our form of promissory note
if they preferred another. The Court had only
to take the form they used, and to see whether
it came within the definition. This definition,
though highly analytical, was not complicated.
It expressed a simple train of thought which
was quite capable of application to the form used
between lenders and borrowers. It was argued
that there was not in this case an unconditional
promise to pay; only a statement that the lender
might demand return, and therefore, non est
the borrower engaged to pay on demand. On
the other side it was argued that this engage-
ment followed inevitably from the words actually
used, and was therefore implied. The Court
found that the documents in question were pro-
missory notes.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

MITCHELL v. LEMM.

The reserved decision of the Court was
delivered in this action, in which the appellant
sought that the judgment given on the point
of law raised by the appellant on the 9th
June, 1909, might be reversed; that the
judgment given in this action on the 17th
September might be reversed or varied;
that the judgment given in this action on
the 8th December might be reversed or
varied; that judgment might be entered for the
appellant; and that the costs of this application
and in the Court below might be paid by the
respondent to the appellant.

Mr. M. W. Slade, K.C., instructed by Mr.
P. M. Hodgson (of Messrs. Evans & Harrison),
moved the Court on behalf of the appellant
(John Lemm); and Mr. O. G. Alabaster, in-
structed by Mr. D. V. Stevenson (of Messrs.
Deacon, Looker & Deacon), represented the
respondent (T. A. Mitchell).

The Chief Justice said, believing as he did
in the theory to which he had given expression
more than once, that it was impossible for two
sound chains of argument to lead to opposite
conclusions when applied to the same facts, the
arguments with which that appeal had been
supported had a very peculiar interest, because
while they had not seriously attacked the prin-
ciple on which his judgment was based in the
Court below, they had developed the subordinate
argument which was dealt with in that judg-
ment, and had elaborated it into an argu-
ment of extreme ingenuity in every part,
and that argument led, according to the
appellant's contention, to the inevitable con-
clusion that the judgment of his Lordship
was wrong. The question was put as to
whether any rights were given by the first
judgment to defendant, who had success-
fully ousted plaintiff. The answer was "Yes."
The right to plead *res judicata*. This as-
sumed a true determination of the question in
issue, and the right acquired was to make up
of the judgment an estoppel while the record
stood, all which was perfectly true, but it had to
be translated into the more accurate phrase, the
right to plead *res judicata* in the cases in
which that principle applied; that is, if the
same question was raised again, the right to
use the judgment as an estoppel. To go further
than that was to beg the question. Therefore
they came back to the old question: Does
this second action raise the question deter-
mined by the former? By that chain of
argument the answer was "No." The Ordinance
did not intend to alter the effect of the judg-
ment, all existing rights were saved, the defend-
ant had acquired a right, that right was to make use
of a final judgment already given between the

parties as a defence to a subsequent action on the
same facts. The only semblance of a right which
the defendant had acquired under the judgment
was to have criminal conversation with his
neighbour's wife with impunity, and the effect
of the judgment was, it was specially to be re-
marked, that he shared this right with the rest
of the community. It was not surprising that
the legislature thought it right to pass a law
declaring that such a right had never and was
to be deemed to have never existed. With re-
gard to the fact that in this case the facts were
such that the action for damages had to be
brought separately from the divorce proceedings,
this was one of those anomalies of the law which
it was to be hoped would in due course be
altered. His Lordship then dealt with the
question of costs and said that there was one ob-
vious error in his former judgment. He had said
the appellant was a joint tortfeasor with the
other respondents in the Scotch proceedings. Of
course he was not, therefore he was not liable
to the whole of the costs. The Scotch pro-
ceedings were not before the Court, there-
fore there must be a reference to the Registrar,
who would decide what division should be made.
The application was dismissed with costs, but
as appellant had succeeded in one small point he
was entitled to an allowance, and that would
be allowed on the lump sum principle at one-
tenth of the cost of the appeal.

THE FALSE IMPRISONMENT CASE.

Judgment was delivered in the appeal from
the decision of Mr. Justice Hazledine in the
summary action in which Wong Fu Ng was
awarded \$500 damages from Captain A. A.
Johnson of the S.S. *Shui On* for alleged assault
and false imprisonment.

Mr. M. W. Slade, K.C., and Mr. C. G.
Alabaster, instructed by Mr. W. E. L. Shenton
(of Messrs. Deacon Looker & Deacon), appeared
for the appellant, and the respondent was repre-
sented by Mr. Eldon Potter, instructed by Mr.
Davidson (of Messrs. Hastings & Hastings).

The Chief Justice, in the course of his judg-
ment, said the facts in this case were not very
complicated. What happened was fairly clear,
and it was what might have been expected to
happen in the circumstances. The plaintiff
seemed to have insisted in his evidence that the
captain refused permission to him to go off in a
launch which was lying alongside. But it was
manifest that what the captain did was to refuse
to charter a launch to take the passengers off,
because, as he said, there would have been a
salvage claim. His Lordship was clearly of
opinion that the presence of a considerable
number of passengers on the bridge clamouring
for something to be done came well within the
words "obstructing and impeding," and it was
quite sufficient for the captain to satisfy
the Court that he could not have got to the
wheel-house or telegraph had he wanted to;
and that it was not necessary for him to show
that he was in fact impeded or obstructed in any particular
attempt to get to the wheel-house or
telegraph. The "execution of his duty" was a
very wide term, and involved as many
passive as active acts. For the Court to hold
otherwise would be to strike a severe blow at
the law which governed the maintenance of
discipline and good order among the passengers
at sea. The same consideration induced his
Lordship to come to the conclusion that the
words "the crew or any of them" included the
captain and the officers. It was not a sufficient
answer to say that the captain had a preventive
remedy, because that would lead to the extra-
ordinary conclusion that a heavy fine was
imposed for impeding or obstructing the
common sailors, but not for impeding or ob-
structing the captain, on whom the principal
duties on board ship fell. His Lordship also
held that the complainant was included in the
term "crew," just as much as a steward on an
English liner would be. On the facts the Chief
Justice was clearly of opinion that serious
offences against the Merchant Shipping Act
were committed in obstructing and impeding
the captain, and in molesting the complainant.
Owing to the way in which the Merchant
Shipping Act was drafted, some of it being
applicable to the Colonies, the task of legisla-
ting for shipping in the Colonies was peculiarly
difficult, and he knew no question which had
given more trouble to Colonial Attorneys-General.
He thought that not only was the master
justified in prosecuting the persons who had
taken part in the disturbance, but that it was
his duty to do it. The fact that things had
quieted down after the ship was afloat was of
course immaterial. Some stress was laid on the
fact that the complainant was sent up to the
Police Station, and it was contended that this
showed that the master intended the persons he
had given in charge to be prosecuted for the
assault on the complainant. His Lordship did
not think this followed at all; the complainant's
evidence would have been required if the charge
had been made under the Act. What the
master actually did was, the signal to the police
not having been observed, to send the chief
officer for a constable, and meanwhile to close the
gates of the wharf to prevent the men getting
away pending the arrival of the police. When
the two constables arrived he gave the men in
charge and they were led off to the station
amid some confusion, to which the plaintiff con-
tributed, and with the ignominious method
adopted by the police towards Chinamen. The
Merchant Shipping Act laid down certain pro-
ceedings, and this case seemed to his Lordship to
fall wholly within the Act. By subsection 5
the master, and all persons called by him to his
assistance, could without warrant detain the
person who committed an offence under the
section. That was precisely what he did. His
Lordship could not imagine any more
reasonable provision of the law, nor any case
more exactly falling within it. But the
master did not ask these persons their names
and addresses as required, therefore the plaintiff
scored one point. His Lordship had no doubt

whatever that the master—allowing him only
the most superficial knowledge of the Merchant
Shipping Act—intended the prosecution to be
under the Act. Therefore what he did was
justified. Then came the difficulty of the case:
the persons were prosecuted for a common
assault on the complainant. It was abundantly
clear that this course was adopted by the
Inspector to whom the charge was preferred.
His Lordship thought he made a mistake, and
that he should have taken advice before acting.
However, that was not the point now,
the plaintiff was acquitted, and he was
entitled to such benefit as an acquittal
would give him in an action for false im-
prisonment. And this meant, was the master
responsible for the action of the Inspector in
making a charge outside of the Act? On
ordinary principles his Lordship thought it would
be impossible to hold, and that it would not
be possible to hold that he aided or abetted the
Inspector. He was bound to say that the master
became a quasi-consenting party to the proceed-
ings actually taken by watching them, therefore
the plaintiff scored a second technical point.
Against this must be set his actual conduct, on
which his Lordship had already expressed his
opinion. It was impossible that a man who acted
wrongfully throughout should be allowed to
make a substantial profit out of a technical
mistake not committed by the defendant at all,
for which he was in no way responsible; nor did
his Lordship think that the defendant should be
molested in a large sum when every action that
he took was right. It was not in any way
criticising the Magistrate's decision on the
charge of assault when he said that if the charge
had been properly preferred under the Act the
plaintiff would have been convicted and prop-
erly punished. Taking all these circumstances
into consideration, his Lordship thought that
the damages should be reduced to a small
substantial sum, to distinguish it from nominal
damages—\$100—each party to pay his own cost
of appeal, and also in the Court below, because
in his Lordship's view of the facts, this was a
case in which he should have withheld the costs
from the plaintiff in spite of his obtaining a
small sum by way of damages.

The Puisse Judge agreed with the Chief Justice.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT
(CHIEF JUSTICE).

NO PLAINTIFF.

The action which Arthur Drayfus brought
against Ullmann & Co. and Eugene Bernheim
for damages for alleged wrongful dismissal was
mentioned.

Mr. M. W. Slade, instructed by Mr. P. M.
Hodgson (of Messrs. Deacon, Looker & Deacon),
who appeared for defendants, explained that the
parties had come to terms, one of which was that
plaintiff, on receiving from defendants a certain
sum of money, without their admitting liability,
was to withdraw the action. He had left the
Colony without withdrawing the action. As the
case had been set down for Monday, that was
why they were there.

Plaintiff's name was called, and as he did not
appear judgment was entered for defendants
with costs.

AN INJUNCTION GRANTED.

Application was submitted to have the interim
injunction, granted last year at the instance of
the Portland Flour Mills Company, Oregon,
U.S.A. restraining Soares & Co. merchants and
commission agents, 1, Duddell Street, Victoria,
from infringing plaintiff's trademark, made
perpetual.

Mr. M. W. Slade, instructed by Mr. Hodgson,
appeared for the plaintiffs, defendants not being
represented.

Plaintiffs alleged that the three-colour design
of their trademark was infringed by defendants.
The Dayton Mills flour had been on the Hong-
kong market for many years and was known to
purchasers as the San Sik Yau flour.
Mr. Slade stated that an order for the trial
ex parte had been made by his Lordship, with the
consent of the defendants. Plaintiffs were one
of the oldest American firms who imported flour
into this Colony, and the mark infringing had
been in use here for upwards of twenty years.
It was known as the three-colour mark. De-
fendants imported a quantity of flour with the
infringing trade mark, and acting on behalf of
their principals, Soares & Co., opposed the
interim injunction. They no longer opposed
the injunction and plaintiffs did not press for
an account or for damages.

Mr. Slade then read the evidence of Qian
Kai, a member of the Kwang Hoo Yung firm
of general export and import merchants and
commission agents, of 264, Des Vœux
Road Central. Witness deposed to being the
agent in Hongkong and South China for the
Portland Flour Mills Co. His firm were large
purchasers from the plaintiffs of various
brands of flour, including (among other brands)
the brand sold as "The Dayton Mills
Patent Colour Flour," and known to Chinese
and commonly called by them the "Three Colours
Seal." The bags containing the plaintiffs' flour
in question were stamped with lettering and
bordering in red, blue and green colours, and
the "got up" of such lettering and bordering
was very distinctive. Witness knew as a fact
that plaintiffs had sold the flour in question
in bags of the "got up" indicated in Hong-
kong for over fifteen years. It had come to
his knowledge that the defendants had been
selling flour not made by or sold by the plain-
tiffs in bags marked in such a manner as
to induce a belief in purchasers of such flour
that it was the plaintiffs' flour. Defendants
flour was put up in manner very similar to that
in which the plaintiffs' flour was put up, and
was calculated to deceive purchasers and to induce
them into the belief that in purchasing the
defendants' goods they were in reality purchas-
ing the goods of the plaintiffs. Witness believed
that the sale of defendants' flour got up imi-
tated would cause considerable damage to the
plaintiffs in regard to their sales of flour.
The injunction was granted with costs.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG ANG COLOMBO, PORT SAID and MARSEILLES	MALTA Capt. G. M. Montford, R.N.R.	About 14th July	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA Capt. E. A. Peters	About 14th July	Freight and Passage.
SHANGHAI	ASSAYE Capt. Owen Jones, R.N.R.	About 21st July	Freight and Passage.
LONDON via USUAL PORTS OF CANAL	DELHI Capt. G. W. Gordon	Noon, 23rd July	See Special Advertisement.
TAKAO, SHANGHAI, PUKEW, BANCA HANKOW, TATE and MOJI	Collyer	About 24th July	Freight only.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 11th July, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"CHANGSHA"	On 12th July, 3 p.m.
SWATOW & SHANGHAI	"CHINCHANG"	On 13th July, Noon.
SHANGHAI	"CHINCHANG"	On 14th July, 4 p.m.
SWATOW, AMOY & SHANGHAI	"CHINCHANG"	On 14th July, 4 p.m.
CHEFOO & TIENTSIN	"CHINCHANG"	On 21st July, 4 p.m.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 27th July, 4 p.m.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINCHANG" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, 345 SINGLE and 80 RETURN. TELEPHONE 36.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. 10

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR			
SWATOW, AMOY AND FOCHOW			
AND RETURN.			
Occupying 9 to 10 Days.			
STEAMSHIPS		CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart ..	TUESDAY, 12th July,	at 10 A.M.
"HAICHING" ..	Capt. W. C. Passmore...	FRIDAY, 15th July,	at 10 A.M.
"HAITAN"	Capt. J. W. Evans ..	TUESDAY, 19th July,	at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of July, August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to— DOUGLAS, LAPRAIR & Co., GENERAL MANAGERS.

Hongkong, 9th July, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW, & "CHIPSING"		Wed. day, 13th July, Noon.
SINGAPORE, PENANG & CALUTTA	"KUNSAUNG"	Wed. day, 13th July, Noon.
MANILA	"YUENSANG"	Friday, 15th July, 4 p.m.
SANDAKAN	"MAUSANG"	Wed. day, 20th July, 4 p.m.
MANILA	"LOUSANG"	Friday, 22nd July, 4 p.m.
SHANGHAI, MOJI & KOBE	"KUNSAUNG"	Tuesday, 26th July, Noon.

RETURN TOURS TO JAPAN.

Occupying 24 Days

The Steamers "KUNSAUNG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang

Telephone No. 215, Sui. Exch. 4.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Dava, Simporna, Tawau, Umman, Jesselton and Labuan.

For Freight or Passage apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER

Hongkong, 12th July, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN	"SIAM"	End of July.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to MELOHRS & CO., AGENTS.

Hongkong, 2nd July, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MISHIMA MARU Capt. A. E. Moses, 9,000 KAGA MARU Capt. M. Hagino, 7,000 ATSUTA MARU Capt. Wm. Thomson, 9,000		WED'DAY, 20th July, at Daylight. WED'DAY, 3rd Aug., at Daylight WED'DAY, 17th Aug., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao, 7,000		SATURDAY, 13th Aug., from KONA.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. K. Kawa, 7,000 TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 19th July, at 4 p.m. TUESDAY, 16th Aug., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000 KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 5th Aug., at Noon. FRIDAY, 2nd Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. A. Mooker, 7,000		WED'DAY, 13th July, at 5 p.m.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parsons, 7,000		WED'DAY, 20th July.
KOBE and YOKOHAMA	HITACHI MARU Capt. N. Mathieson, 7,000		THURSDAY, 21st July, at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler, 6,000		WED'DAY, 3rd Aug., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

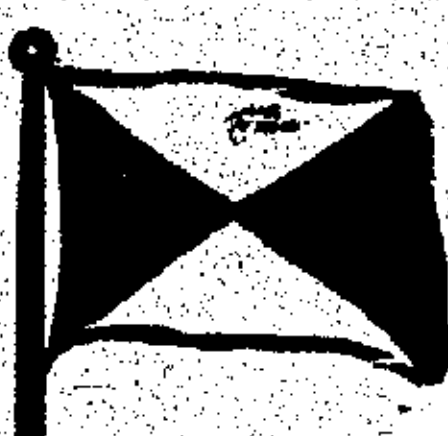
With Option of rail between Calling Ports in Japan.

§ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-trip Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER (13-125)

Hongkong, 23rd May, 1910.



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. Fraser	Manila	On 16th July, Noon
ZAFIRO	2540	B. Rodger	Manila	On 23rd July, Noon.

For Freight or Passage apply to SHEWAN, TOMES & Co., General Managers. (12)

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. SCANDIA ... 14th July.

S.S. SAXONIA ... 26th July.

S.S. SPEZIA ... 12th Aug.

S.S. ALESIA ... 26th Aug.

S.S. AMBRIA ... 8th Sept.

Further Particulars, apply to—

HONGKONG, 12th July, 1910.

HAMBURG-AMERIKA LINIE,

Hongkong Office

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA (CRUZ (Mexico)).

1910.

S.S. KIYO MARU ... 17,200 tons gross ... Sat. Aug. 25th, at Noon.

S.S. BUZO MARU ... 10,500 " ... Oct. 22nd, at Noon.

S.S. HONGKONG MARU ... 11,000 " ... Dec. 21st, at Noon.

For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Ilakong, 6th July, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.



Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito "CHICAGO MARU" Capt. I. Goto	5,182 5,182	WED'DAY, 13th July, at Noon. WED'DAY, 10th Aug., at Noon.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 14th July, at 10 a.m.
TAMSUI via SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 17th July, at 10 a.m.
ANPING via SWATOW & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 20th July, at 10 a.m.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers: "GOSHUEN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER

703

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

Japan Office:—32, WATER STREET, YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS and MANUFACTURERS of ICE DEPOT,

55 & 57, DES VŒUX ROAD.

[537]

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY.

via SINGAPORE and PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSARA, NAPLES, LERNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"

Captain Moreco, will be despatched as above TO MORROW, the 13th inst., at 3 p.m.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 12th July, 1910.

"SHIRE" LINE OF STEAMERS, LTD.

For LONDON, ROTTERDAM and ANTWERP.

THE Steamship

"PEMBROKESHIRE"

Captain Hayes, will be despatched as above on FRIDAY, the 15th inst.

This Steamer has superior accommodation for First Class Passengers at Cheap Rates, being fitted throughout with Electric Light and Electric Fans in State Rooms and Saloon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 8th July, 1910.

[787]

VESSELS ON THE BERTH

THE AMERICAN and ORIENTAL LINE.

For BOSTON and NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNERIC"

will be despatched for the above Ports TO MORROW, the 13th July, 1910.

For Freight, apply to

ARNHOLD, KARBERG & Co., General Agents.

Hongkong, 21st June, 1910.

[764]

"GLEN" LINE OF STEAMERS.

For LONDON, HAMBURG and ANTWERP.

THE Steamship

"GLENLOCKY"

Will be despatched for the above Ports on FRIDAY, the 15th inst.

For Freight and/or Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 2nd July, 1910.

[798]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILING FROM HONGKONG.

For NEW YORK.

S.S. "CHAZEE" ... On 30th July.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 7th July, 1910.

GEBRUEDER LENK, RODEWISCH I/V.

MANUFACTURERS OF

BERLIN WOOL.

NEW SAMPLES JUST ARRIVED!

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-2]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Kleist*, with the German mail of the 14th June, left Singapore on Friday, the 8th inst.,
at 6 p.m., and may be expected here to-day, at 6 p.m.

The *Polynesien*, with the French mail of the 17th ulto, left Singapore on Monday, the
11th inst., at noon, and may be expected here on or about Monday, the 18th inst. This packet
brings replies to letters despatched from Hongkong on the 14th May.

FOR	PER	DATE
Swatow, Amoy and Foochow	Haimun	Tuesday, 12th, 9.00 A.M.
Singapore, Penang and Bombay	Capri	Tuesday, 12th, 11.00 A.M.
Bangkok	Yatsing	Tuesday, 12th, 1.15 P.M.
Macao	Sui Tai	Tuesday, 12th, 2.00 P.M.
Manila	Taming	Tuesday, 12th, 5.00 P.M.
Shanghai, Kobe and Moji	C. Apoc	Tuesday, 12th, 5.00 P.M.
Hoihow and Pakhoi	Channe	Tuesday, 12th, 5.00 P.M.
Haiphong	Mathilde	Tuesday, 12th, 5.00 P.M.
Swatow, Weihow and Tientsin	Chipping	Wednesday, 13th, 11.00 A.M.
Singapore, Penang and Calcutta	Kumang	Wednesday, 13th, 11.00 A.M.
Swatow and Shanghai	Chinkiang	Wednesday, 13th, 11.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Tyrtap	Wednesday, 13th, 11.00 A.M.
Keelung, Moji, Kobe, Yokohama and Tacoma	Seattle Maru	Wednesday, 13th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 13th, 1.15 P.M.
Singapore, Penang and Bombay	Capri	Thursday, 14th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Banjan Maru	Thursday, 14th,

EUROPE, &c., India via Taticorin

Macao	Sui Tai	Thursday, 14th, 9.00 A.M.
Shanghai	Chinkiang	Thursday, 14th, 1.15 P.M.
Swatow, Amoy and Shanghai	Channe	Thursday, 14th, 3.00 P.M.
Shanghai, Nagasaki, Moji, Kobe and Yokohama	Channe	Thursday, 14th, 3.00 P.M.
Swatow, Amoy and Foochow	Channe	Friday, 15th, 9.00 A.M.
Yokohama and Kobe	Sui Tai	Friday, 15th, 1.15 P.M.
Macao	Tuansang	Friday, 15th, 3.00 P.M.
Manila		
Manila, Ang...		
Wilhelmsladon		
Matupi, Brisbane, Sydney, Hobart,		
Launceston, New Zealand, Dun...		
Melbourne, Adelaide, Perth and Fremantle		
Manila		

KEELUNG, SHANGHAI, NAGASAKI, KOBE,
YOKOCHI, SHIMIZU, YOKOHAMA,
HONOLULU AND SAN FRANCISCO

Macao

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA & VANCOUVER (B.C.)

SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow

EUROPE, &c., INDIA VIA TATICORIN

(Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents)

Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.

Keelung, Shanghai, Moji, Kobe, Yokohama,
Singapore, Penang and Colombo

Swatow, Amoy and Foochow

Swatow, Amoy and Foochow

Swatow, Amoy and Foochow

Swatow, Amoy and Foochow

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Swatow, Amoy and Foochow

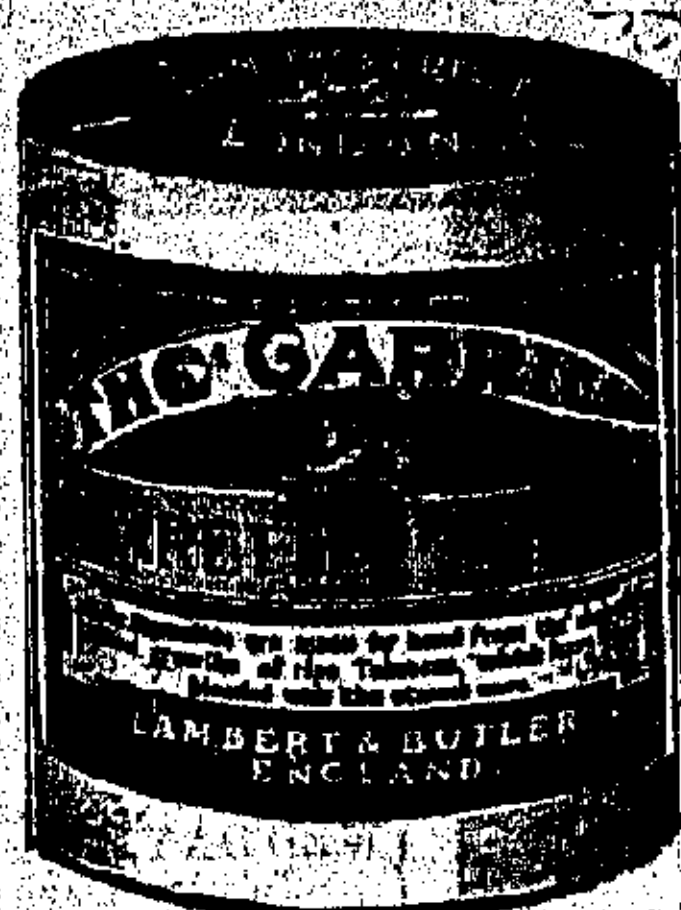
Swatow, Amoy and Foochow

Swatow, Amoy and Foochow

Swatow, Amoy and Foochow

Swatow, Amoy and Foochow

Swatow, Amoy and Foochow



CONSTANT GROWTH

Signifies

CONSTANT MERIT

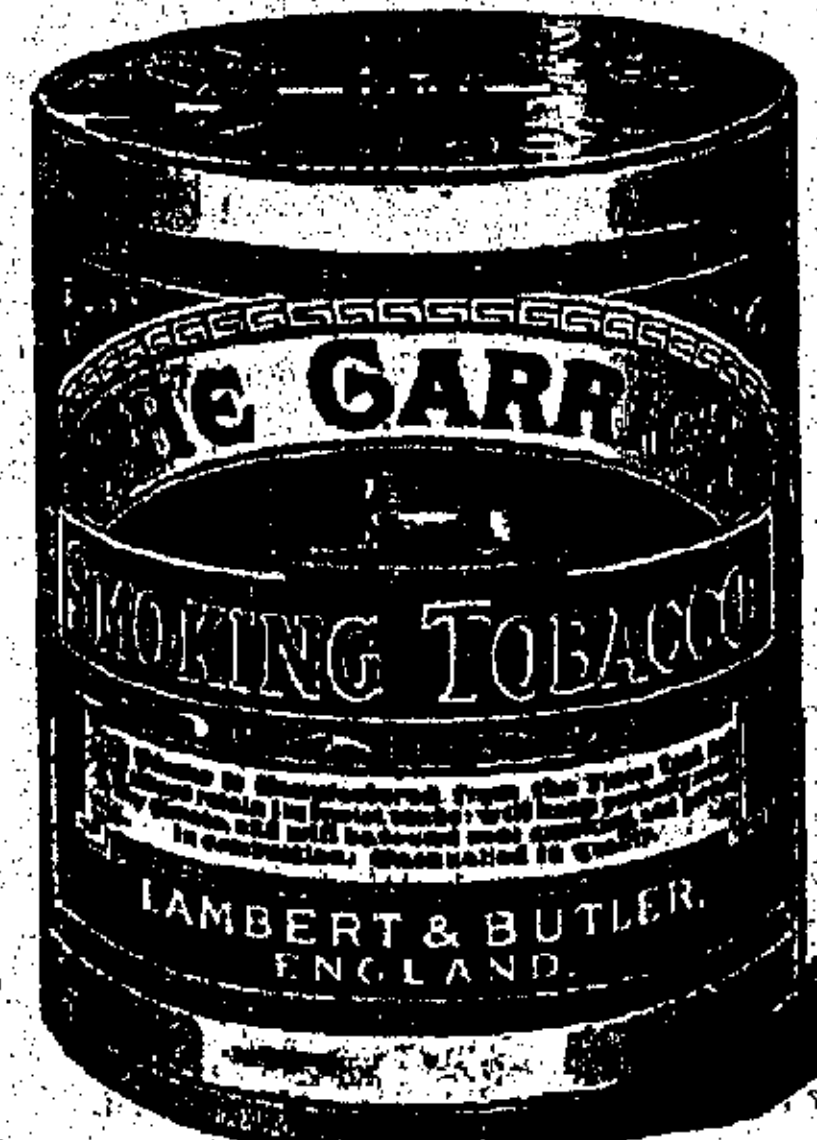
"The Garrick"

Tobacco and Cigarettes

Hold the Confidence of their Smokers.

SOLD EVERYWHERE

BRITISH-AMERICAN TOBACCO CO. LD.



SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 11TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$93, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$150, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$84, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 121
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$53, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	\$53, buyers
Leau-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70
Boy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	\$6	\$19, buyers
DOCKS AND WHARVES.				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$56, sellers
Hongkong & Wharves Dock Co., Ltd.	50,000	\$50	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 79
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 120
ELWICK & CO., LIMITED	18,000	\$25	\$25	\$10, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$63, sellers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	all	\$205
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$193, buyers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$107, sellers
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$83, sellers
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	all	\$152, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$113, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115
Union Insurance Society, Limited	12,400	\$250	\$100	\$825, buyers
Yungkee Insurance Association, Limited	12,000	\$100	\$60	\$200
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$100, s.l. & buy
Humphreys' Estate and Finance Co., Ltd.	100,000	\$10	\$10	\$83, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$35, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112
West Point Building Co., Limited	12,500	\$50	\$50	\$33, buyers
Mining.				
Société Française des Carrières du Tonkin	16,000	Fcs. 250	all	\$625
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	15/10	\$74, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
PHILIPPINE CO., LIMITED	50,000	\$10	\$10	\$150, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$168
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50, sellers
SEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$294, sales
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$324, sales
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$5	all	\$5, s.l. & buy
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$98, sales
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$10	\$14, buyers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$26, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$30	all	\$5
Wm. Powell, Limited	15,000	\$7	\$7	\$23, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. E. Watson & Co., Limited	20,000	\$10	\$10	\$63, buyers
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$114, sellers
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$300
RUNNERS.				
Allagans	—	—	—	7/6
Anglo-Malays	—	—	—	28/-
Balgowles	—	—	—	\$20 (Sta.)
Bata Tigas	—	—	—	112/6
Bukit Kajang	—	—	—	63/6
Castlefields, fully paid	—	—	—	130/-
Chavots	—	—	—	32/6
Eastern and International	—	—	—	32/6 prem.
Highlands and Lowlands	—	—	—	137/6
Kamunings	—	—	—	8/- prem.
Kuala Lumpur	—	—	—	19/3
Labus	—	—	—	92/5
Leabury's	—	—	—	61/6
Linggis	—	—	—	15/6
London Asiatics	—	—	—	6/6
London Ventures	—	—	—	8/- sales
Merlemaus	—	—	—	\$43 (Sta.)
Pegohs	—	—	—	32/6
Sapongs	—	—	—	—
Shelfords	—	—	—	\$19 (Str.)
Singapore and Johore	—	—	—	—
Sumatra Peras	—	—	—	—
Sungai-Kapars	—	—	—	—
United Serdangs	—	—	—	135/-
Loans.				
Chinese Imperial 1886	Amount.	Value.	Interest.	Quotation.
	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMITH, Share-Brokers.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

ON LONDON	July 11th
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/9 1/2

ON PARIS	
Bank Bills, on demand	227
Credits, at 4 months' sight	231
ON GERMANY	
On demand	184
ON NEW YORK	
Bank Bills, on demand	433
Credits, at 60 days' sight	443
ON BOMBAY	
Telegraphic Transfer	134 1/2
Bank, on demand	135
ON CALCUTTA	
Telegraphic Transfer	134 1/2
Bank, on demand	135
ON SHANGHAI	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA	
On demand	88 1/2
ON MANILA	
On demand—Pesos	89 1/2
ON SINGAPORE	
On demand	76 1/2
ON BATAVIA	
On demand	107 1/2
ON HAIIPHONG	
On demand	83 1/2
ON BANGKOK	
On demand	86 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$58.10
BAR SILVER, per oz.	25 1/2

SUBSIDIARY COINS.	Per cent
Chinese	20 cents pieces, \$7.63 discount.
Chinese	10 " \$8.08
Hongkong	20 " \$7.40
Hongkong	10 " \$8.00

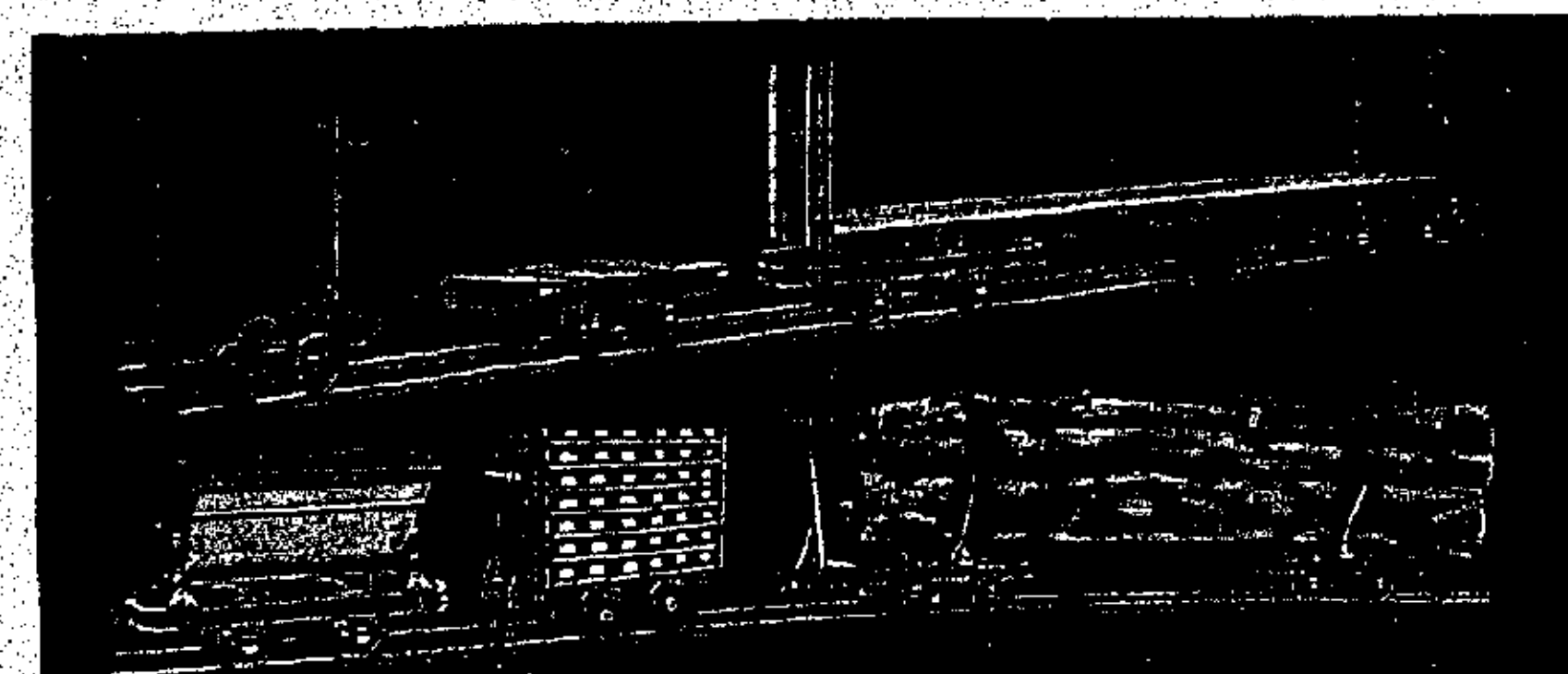
Orenstein & Koppel,

Berlin, London, Calcutta, etc.

MANUFACTURERS OF

Portable and Permanent Railways,

Materials of every description for full size and small gauge Railways, as



Locomotives, Passenger and Goods Carriages.

Rails of various gauges as well as Track,

Switches, Turntables.

Tipping cars, Bogies, Signals, etc., etc.

Also Implements and Tools for Railway Construction and other purposes.

Always in Stock at Shanghai and Hongkong.

GENERAL AGENTS FOR CHINA:

SIEMSEN & CO.,

Machinery Dept.

Hongkong & Canton.

[573]

OPIUM.

July 8th.

Quotations are:—	
Malwa New	\$2,000/2,050 per picul
Malwa Old	\$2,000/2,100 "
Malwa Older	\$2,110/2,150 "
Malwa V. Old	\$2,160/2,200 "
Persian fine quality	\$1,400/1,500 "
Persian extra fine	\$2,100 "
Patna New	\$1,775 per chee
Patna Old	"
Banars New	\$1,725 "
Banars Old	\$1,725 "

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, July to December,
1909. With Index. Price 7/6.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 29th January, 1910.

STEAMERS PASSED THE CANAL.

June 17th—Errol, Nijis, Nongorod, Nore,
Sunda, Telamon. 21st—Andalusia, Bendeuch,
Glennora, Kanagawa Maru. Delayed through
mistification. Lennox, St. Patrick. 24th—Bel-
gravia, Hitachi Maru, Polynesien, Slenator,
Amiral Hamelin. 25th—Azagoria, Barco,
Sazonia, Slavonia. July 1st—Denadel, Nubia,
Silecia, Welsh Prince, Yangtze, Mongolia.
5th—Aja, Bismarck, Caracaras, Mon-
signature, Manchester Castle, Prinz Ludwig,
Rambis, Titan. 8th—Australia, Diomedea,
Palawan, Miyasaki Maru, Pelus, Tongo Maru,
Prins Eitel Friedrich.